



Transportation Committee

**Thursday, September 15, 2005
10:00 a.m.
404 HOB**

Action Packet

COMMITTEE MEETING REPORT

Transportation Committee

9/15/2005 10:00:00AM

Location: 404 HOB

Attendance:

	<i>Present</i>	<i>Absent</i>	<i>Excused</i>
Ray Sansom (Chair)	X		
Dorothy Bendross-Mindingall	X		
Phillip Brutus	X		
Susan Bucher			X
Dean Cannon	X		
Faye Culp	X		
Greg Evers	X		
Richard Glorioso	X		
Adam Hasner	X		
Stan Jordan	X		
Dick Kravitz	X		
Ron Reagan	X		
Julio Robaina	X		
Yolly Roberson	X		
Irving Slosberg	X		
Dwight Stansel	X		
Trudi Williams			X
Totals:	15	0	2

Committee meeting was reported out: Thursday, September 15, 2005 12:42:05PM

COMMITTEE MEETING REPORT

Transportation Committee

9/15/2005 10:00:00AM

Location: 404 HOB

Other Business Appearance:

Denver Stutler, Secretary of Department of Transportation (Lobbyist) (State Employee) - Information Only

Department of Transportation
605 Suwanee Street
Tallahassee Florida 32399
Phone: 414-5205

Growth Management Legislation 2005

Ysela Llort, Assistant Secretary DOT (Lobbyist) (State Employee) - Information Only

Department of Transportation
605 Suwanee Street
Tallahassee Florida 32399
Phone: 414-5235

SAFETEA-LU

Lowell Clary, Asst. Sec. of Finance and Administration (Lobbyist) (State Employee) - Information Only

Department of Transportation
605 Suwanee Street
Tallahassee Florida 32399
Phone: 414-5215

The REAL Id Act of 2005

Fred Dickinson (Lobbyist) (State Employee) - Information Only

Department of Highway Safety and Motor Vehicles
2900 Apalachee Parkway
Tallahassee Florida 32399
Phone: 487-3132

Committee meeting was reported out: Thursday, September 15, 2005 12:42:05PM

COMMITTEE MEETING REPORT

Transportation Committee

9/15/2005 10:00:00AM

Location: 404 HOB

Summary: No Bills Considered

Committee meeting was reported out: Thursday, September 15, 2005 12:42:05PM

Department of Highway Safety & Motor Vehicles

**The Real ID Act and its impact on
Driver Licensing in Florida**

History of Licensing in Florida

Florida continues to be a national leader in the area of licensing. Florida was:

- The first state to issue licenses with a photograph in 1973.
- The first state ready to implement background checks for commercial drivers hauling hazardous materials.
- The first to use state-of-the-art equipment for detecting security features on source documents.
- The first state ready to implement credentials for transportation workers and port employees. AND
- The first state to begin accepting information electronically from states affected by Katrina for the purpose of issuing identification to evacuees.

What is the Real ID Act?

- The Real ID Act was enacted by the U.S. Congress and signed by the President as part of a larger appropriations package for the military.
- This act sets minimum standards for the issuance of driver licenses and identification cards that all states are to follow.
- The Florida license was used as a model for this federal legislation.

Cards must contain the following items:

- Full legal name
- Date of birth
- Gender
- Driver license or identification card number
- Digital photograph
- Signature
- Physical security features designed to prevent tampering, counterfeiting or duplication.
- A common machine-readable technology.
- Residence address.

Minimum Issuance Standards

- Documentation showing the person's full legal name and date of birth.
- Proof of the person's social security number or verification that the person is not eligible for a social security number.
- Documentation showing the person's name and address of principal residence.

Minimum Issuance Standards

- Evidence of legal presence.
- Temporary driver licenses/identification cards must be issued to those with temporary legal presence.
- Verification of source documents.
- Retain images of source documents for a minimum of 10 years.

Minimum Issuance Standards

- Verify legal presence with the Department of Homeland Security.
- Surrendered licenses must be cancelled.
- Ensure the physical security of locations where driver licenses and identification cards are produced and the materials used to produces those documents.
- Subject all persons authorized to produces licenses and ID's to appropriate security clearance requirements.

Minimum Issuance Standards

- Establish fraudulent document recognition training programs.
- Limit the duration of a license or identification card to a maximum of eight years.
- Establish an effective procedure to confirm or verify a renewing applicant's information.

Databases

- To be eligible to receive any financial assistance for implementation, a State shall participate in the interstate compact regarding the sharing of driver license data.
- All states must enter into a memorandum of understanding with Homeland Security to routinely utilize the Systematic Alien Verification for Entitlements system.
- Electronically verify social security numbers with the Social Security Administration.

Timeline and Penalties

- States are required to implement the provisions of this act by 2008.
- Failure to implement the provisions of this act will cause the licenses and identification cards issued by a non-compliant State to be unacceptable by any federal agency.

Examples: Holders of a non-compliant license would not be eligible to board a plane, conduct certain financial transactions, make application for a passport or enter a federal building.

How does the Florida Driver License Stack Up?

- Cards currently being issued by the Department of Highway Safety & Motor Vehicles meet the specifications for card design mentioned in the Real ID Act.
- Laminated licenses issued prior to 1995 do not meet the federal standard.

How does the Florida Issuance Process Stack Up?

- Florida law currently requires legal presence.
- Persons with temporary legal status are issued licenses that are temporary.
- The department currently provides a mechanism for the security of its systems and materials used to produce licenses and identification cards.

How does the Florida Issuance Process Stack Up?

- Examiners are trained in document recognition. Utilizing a certified course.

The department currently:

- Utilizes electronic access to the Social Security Administration
- Has signed a MOU and we are using the Systematic Alien Verification for Entitlements system.
- Currently, shares database information with other states.

Unknowns?

- Will all Florida citizens be required to resubmit birth certificates in order to comply even if the department is aware of their legal status?
- What will the rules be with regard to those seeking legal presence, extension of status or change of status, but whose application has not been processed by the Department of Homeland Security?

Unknowns?

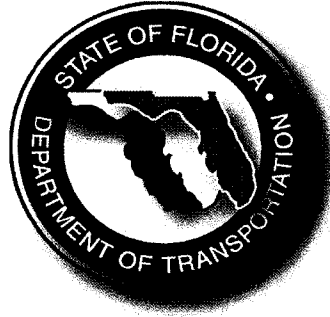
- How will states comply with the document authentication requirement?
- How do applicants comply with the requirement to show documentation indicating their name and address of principal residence?

Summary

- The Department of Highway Safety and Motor Vehicles is well positioned to implement the provisions of the Real ID Act.
- Florida has been contacted and will be invited to provide input throughout the rule making process.

■ QUESTIONS?

Federal Reauthorization and Long Term Program Issues



September 15, 2005

Federal Transportation Funding

- ◆ Safe, Accountable, Flexible, Efficient
Transportation Equity Act for the 21st Century –
A Legacy for Users (SAFETEA-LU)
 - ✓ Results and Impact on Work Program
 - ✓ Key Provisions in the Act
 - ✓ New and Expanded Programs
- ◆ Beyond SAFETEA-LU?
 - ✓ Congressional Earmarks
 - ✓ Source of funding



SAFETEA-LU

Comparison to Prior Act (6 years to 6 years)

Apportioned Dollars in Millions

SAFETEA-LU (FFY 2005-2009)	\$8,721
FFY 2004 (Extension Acts)	\$1,626
Estimated Funding (FFY 2004-2009)	\$10,347
<i>TEA-21 (FFY 1998-2003)</i> <i>Actual dollars not adjusted for inflation</i>	\$8,117
Increase from 1998-2003 Funding	\$2,230



Source Documents from FHWA FE-221, RTA-000-1047A, RTA-000-1664AR and RTA-000-1665A

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SAFETEA-LU

Relationship to FDOT 5-year Work Program

Work Program Requirements

- ◆ The Department is required, under federal and state law, to build a 5-year Work Program.
- ◆ The Federal Forecast for these future years is based on:
 - ✓ Current law at the time (TEA-21)
 - ✓ Federal Highway Trust Fund estimates prepared by the U. S. Treasury for years through 2009 and beyond



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SAFETEA-LU

Comparison to Work Program (6 years to 6 years)

Apportioned Dollars in Millions

SAFETEA-LU (2004-2009)	\$10,347
Less Work Program (2004-2009)	\$9,428
Increase over estimate (6 Years)	\$920



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SAFETEA-LU

Increase over Work Program

Apportioned Dollars in Millions

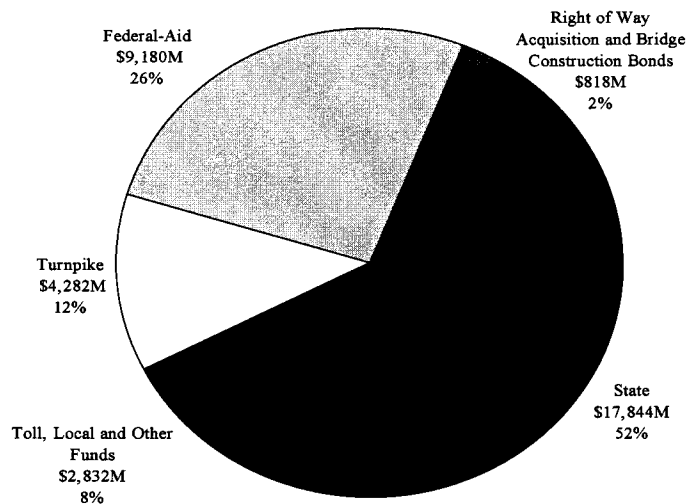
Total Increase over Work Program (2004-2009)	\$920
Additional Funding with Specific Requirements (2004-2009):	
Safe Routes to School	\$28
Earmarks	\$563
Recreational Trails	\$4
Metropolitan Planning	\$21
Highway Safety Improvement Program	\$165
Unspecified Increase Over Work Program	\$139

Note: Amount of flexible dollars over the Work Program estimate is unknown at this time. The amount of flexible dollars could be as low as \$139M, however we expect the amount to be somewhat higher. Analysis of the Reauthorization bill requirements versus Work Program is continuing.



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**FLORIDA DEPARTMENT OF TRANSPORTATION
TOTAL FUNDING
FY 2006 - 2010**



TOTAL 5-YEAR ADOPTED WORK PROGRAM \$34,956M



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***SAFETEA-LU
Key Provisions***

- ◆ Equity Provisions
 - ✓ Scope – same as in TEA-21 (90.2%)
 - ✓ Relative Rate of Return (ROR)- At least 90.5% in 2005 and builds to 92% by 2008
 - ✓ Specified Minimum Rate of Growth over TEA-21
- ◆ Overall Minimum ROR on all funds distributed to the Florida increases from 86¢ in TEA-21 to 87¢ under SAFETEA-LU



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SAFETEA-LU

- ◆ Overall structure compared to TEA-21
 - ✓ Continues major programs
 - Interstate Maintenance
 - National Highway System
 - Bridge
 - Surface Transportation Program
 - Metropolitan Planning
 - Congestion Mitigation Air Quality (CMAQ)
 - ✓ Mostly “tweaks” to TEA-21



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SAFETEA-LU

New and Expanded Programs

- ◆ Highway Safety Improvement Program
 - ✓ Established as a Core Program
 - ✓ Significant Increase in Funding – **100% increase**
 - ✓ Strategic Highway Safety Plan
 - ◆ Safe Routes to Schools
 - ✓ New Program
 - ✓ Primary and Middle Schools
- ✓ Average funding of \$5.5M annually



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SAFETEA-LU

New and Expanded Programs

◆ Transit

- ✓ Builds upon ISTEA and TEA-21
 - Small Starts Program
 - New Freedom Program
 - Growing States & High Density States Program

◆ Tolling

- ✓ Continued or Expanded Pilots for Tolling
 - Provide tolling of a limited number of existing Interstates
 - Tolling added special use lanes like express or HOT



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SAFETEA-LU

New and Expanded Programs

◆ Public-Private

- ✓ Private Activity Bonds
 - Capped at \$15B
 - Subject to federal regulations
 - Must have a governmental conduit
- ✓ Design Build Contracting Rules
 - Eliminated \$50 M floor on the size of contracts
 - Opportunity to proceed with certain actions prior to final National Environmental Policy Act (NEPA) approval



In general more programs, less flexibility

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SAFETEA-LU

Key Provisions

- ◆ Environmental Provisions
 - ✓ Revisions aimed at improving and streamlining
 - ✓ Created new programs focused on environment and expanded eligibility in core programs for environmental restoration
 - ✓ Provides for continuance of any state environmental review programs such as ETDM
- ◆ Funding for Planning increased to 1.25%
- ◆ Emergency Relief - \$100 million annually plus supplement as necessary from General fund



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SAFETEA-LU

Key Provisions

- ◆ Stewardship and Oversight
 - ✓ Lowers the threshold for increased oversight and financial reporting
 - **Major Projects** from \$1 billion to \$500 million
 - **Other Projects** of \$100 million or more with Federal Assistance may be required to submit an annual financial plan
 - ✓ Reporting requirements may encompass 30% of FDOT Work Program
 - ✓ No consideration of risk or materiality

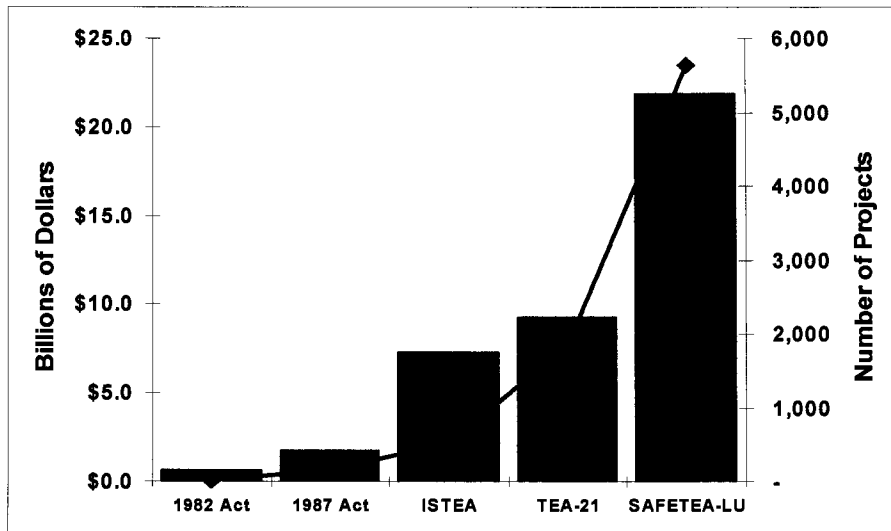


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What Does the Future Hold Beyond SAFETEA-LU?

Trend 1: Congressional Earmarks

Actual annual average dollars not adjusted for inflation



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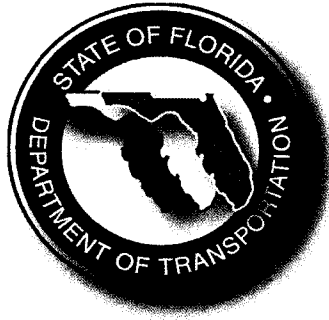
What Does the Future Hold Beyond SAFETEA-LU?

Trend 2- Financing

- ✓ Gas Tax as primary source of funding in question
 - Fuel prices
 - Hybrid vehicles
 - Alternative fuels
- ✓ Tolling likely will continue to grow
- ✓ Study of possible replacement for gas tax
 - Tax or fee based on miles traveled?

Bottom line: More difficult to predict federal funding

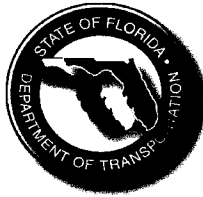
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www.dot.state.fl.us/planning/safetealu



2005 Growth Management Legislation



Status Report on the Implementation of Senate Bill 360
September 15, 2005

Today's Presentation

◆ Progress Toward Implementing Key Provisions

✓ Funding

- Existing Programs
- New Programs

✓ Other Issues

- Model Concurrency Management Ordinance
- Level-of-Service Rule
- OPPAGA Regional Boundary Study



Transportation Funding

- ◆ Recurring and Non-Recurring Funding
 - ✓ \$575 million non-recurring from General Revenue
 - ✓ \$542 million recurring from Documentary Stamps
- ◆ Additional Funding for Existing Programs
 - ✓ Strategic Intermodal System
 - ✓ County Incentive Grant Program
 - ✓ Small County Outreach Program
 - ✓ State Infrastructure Bank

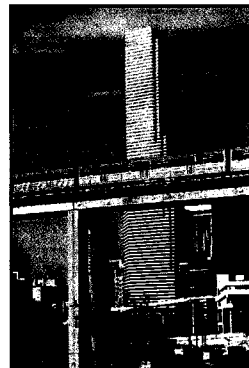


Plus....

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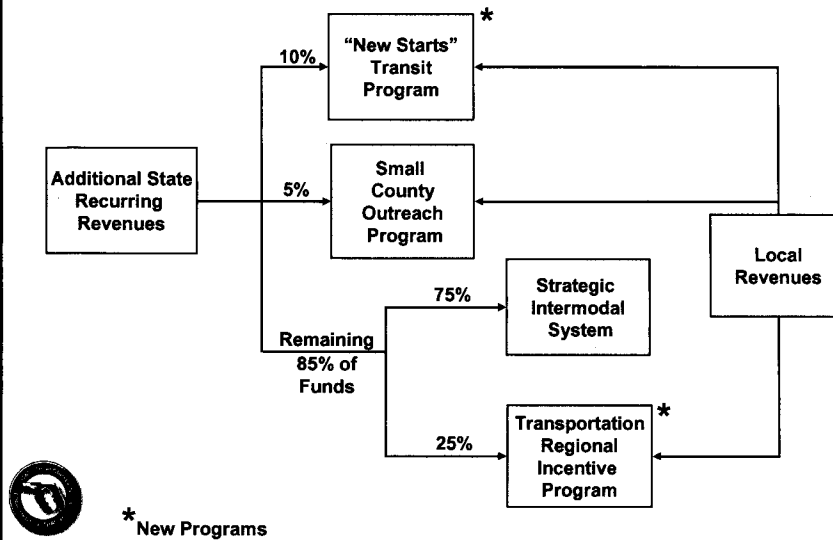
New Transportation Programs

- ◆ "New Starts" Transit Program
- ◆ Transportation Regional Incentive Program (TRIP)



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Distribution of Additional Recurring State Revenues



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Transportation Investments to Support Growth Management

Senate Bill 360 (Chapter 2005-290, Laws of Florida)

(\$ in millions)

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	10-Year TOTAL
March 2005 Tentative Work Program	\$6,960	\$6,293	\$6,067	\$5,233	\$6,069	\$6,402	\$6,311	\$6,321	\$5,964	\$6,000	\$61,620
Tentative Work Program Capacity	\$3,240	\$2,642	\$2,506	\$2,172	\$2,538	\$2,658	\$2,555	\$2,468	\$2,123	\$2,400	\$25,302

Uses of Additional Funds - Commitments

SIS Projects	\$300	\$475	\$500	\$500	\$500	\$500	\$500	\$485	\$485	\$485	\$4,730
State Infrastructure Bank	\$100										\$100
Regional/Local Priorities											
New Starts Transit Program	\$54	\$65	\$70	\$70	\$75	\$75	\$75	\$75	\$75	\$75	\$709
Small County Outreach Program	\$27	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$342
Transportation Regional Incentive Program	\$275	\$200	\$135	\$135	\$135	\$135	\$135	\$135	\$135	\$135	\$1,555
County Incentive Grant Program	\$25										\$25
Subtotal	\$381	\$300	\$240	\$240	\$245	\$245	\$245	\$245	\$245	\$245	\$2,631
Total	\$781	\$775	\$740	\$740	\$745	\$745	\$745	\$730	\$730	\$730	\$7,461

Note:

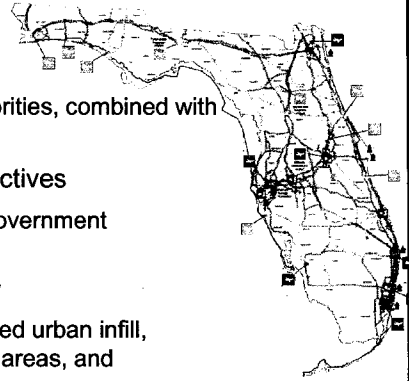
These are funds that are new to transportation that will be added to the Florida DOT Work Program. The amounts above are Work Program "commitments" that would be generated from the cash from General Revenue nonrecurring of \$575 million in fiscal year 2005-06 and the Temporary Stamps Tax of \$541.75 million annually beginning in fiscal year 2005-06 to be deposited in the State Transportation Trust Fund.

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Strategic Intermodal System (SIS) ***Funding Policies FY 05/06-FY 10/11***

◆ **Project Selection Criteria**

- ✓ **Needed SIS projects**
 - As defined by state and local priorities, combined with priorities of modal partners
- ✓ **Link to growth management objectives**
 - Consistent with adopted Local Government Comprehensive Plans
 - Identified as a backloged facility
 - Supports mobility within designated urban infill, redevelopment and revitalization areas, and multimodal districts
 - Provide alternative routes for truck traffic in downtowns, historic districts, or residential areas



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Strategic Intermodal System (SIS) ***Funding Policies FY 05/06-FY10/11***

◆ **Ability to leverage funds through partnerships**

- ✓ **Matching Policy for SIS Connector or Hub Improvements**
 - 100% for SIS connectors owned by state or local government
 - 75%/25% for non-highway SIS connector improvements
 - 50%/50% for hub capacity improvements such as dredging turning basins

- ◆ **Reasonable distribution statewide, among SIS modes, and between SIS and Emerging SIS facilities**



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Transportation Regional Incentive Program Overview

- ◆ Program Purpose
 - ✓ Provide an incentive for regional planning
 - ✓ Leverage investments in regionally-significant transportation facilities identified and prioritized by eligible regional entities
 - ✓ Link investments to growth management objectives
- ◆ 50/50 match (up to 50% of nonfederal share of project costs for public transportation projects)
- ◆ Non-cash match acceptable
 - ✓ Right-of-way
 - ✓ Preliminary engineering, if completed
- ◆ Waiver or reduction of match available for eligible rural areas



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Transportation Regional Incentive Program Eligible Partners

- ◆ All MPOs, counties, and multi-county transportation authorities are eligible to participate, if they form partnerships
- ◆ Eligible Partnerships
 - ✓ Two or more contiguous MPOs
 - ✓ One or more MPOs and one or more contiguous non-MPO counties
 - ✓ Multi-county regional transportation authority
 - ✓ Two or more contiguous non-MPO counties
 - ✓ MPOs comprised of three or more counties



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Transportation Regional Incentive Program Programming Policies

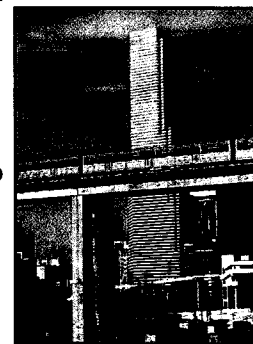
- ◆ Allocate Funds to DOT Districts by Statutory Formula
- ◆ Phase-in Based on Readiness
 - ✓ Program a portion of funds for regions ready to move forward
 - ✓ Reserve remaining funds as an incentive for other regions to participate as they become ready
- ◆ Programming of Projects
 - ✓ Program projects selected by FDOT districts
 - ✓ All project phases are eligible, however the focus will be on right-of-way and construction in the early years
 - ✓ Transit capital investments that provide additional service and capacity



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"New Starts" Transit Program

- ◆ Eligibility
 - ✓ Major new transit fixed guideway and bus rapid transit capital projects in metropolitan areas
- ◆ Funding
 - ✓ New statewide revenues
 - ✓ Match of one-half of the non-federal share to leverage local and/or federal funds
- ◆ Status
 - ✓ Program guidelines developed
 - ✓ Candidate projects are currently under development



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Other Transportation Program Funding

- ◆ State Infrastructure Bank (SIB)
 - ✓ \$100 million appropriated in FY 05-06 to provide revolving account low-interest loans
 - ✓ TRIP and New Starts projects eligible
- ◆ Small County Outreach Program (SCOP)
 - ✓ Additional funding of 5% of new recurring funds
- ◆ County Incentive Grant Program (CIGP)
 - ✓ \$25 million appropriated in FY 05-06
 - ✓ Match is now 50% of project costs



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Work Program Development Process

- ◆ Significant Outreach Effort
 - ✓ 150+ Briefings Statewide
 - ✓ Interaction with MPOs, local governments, modal partners, and interested parties
- ◆ Six-year Program
 - ✓ FY 05/06: Amend adopted work program (Fall/Winter)
 - ✓ FY 06/07-10/11: Include in Tentative Work Program
 - Public Hearings (Fall)
 - Review by Transportation Commission (Early Spring)
 - Submit to the Governor and Legislature (Spring)



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Other Senate Bill 360 Issues

◆ Proportionate-share Mitigation

- ✓ Developers may pay a proportionate share of needed transportation improvement and move forward. The transportation improvement must be identified in a financially-feasible plan
- ✓ Work underway to develop model concurrency management ordinance by December 1, 2005
- ✓ Local governments must adopt a proportionate-share ordinance by December 1, 2006

◆ Level-of-Service (LOS) Rule

- ✓ FDOT level-of-service rule being revised to apply LOS standards to SIS roads and roads to be funded by Transportation Regional Incentive Program
- ✓ Notice of proposed rulemaking to be issued in September

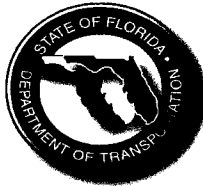
◆ OPPAGA Regional Boundary Study

- ✓ Review boundaries of water management districts, regional planning councils, and DOT districts



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Questions?



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